

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " W. A. Valentine.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN" 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

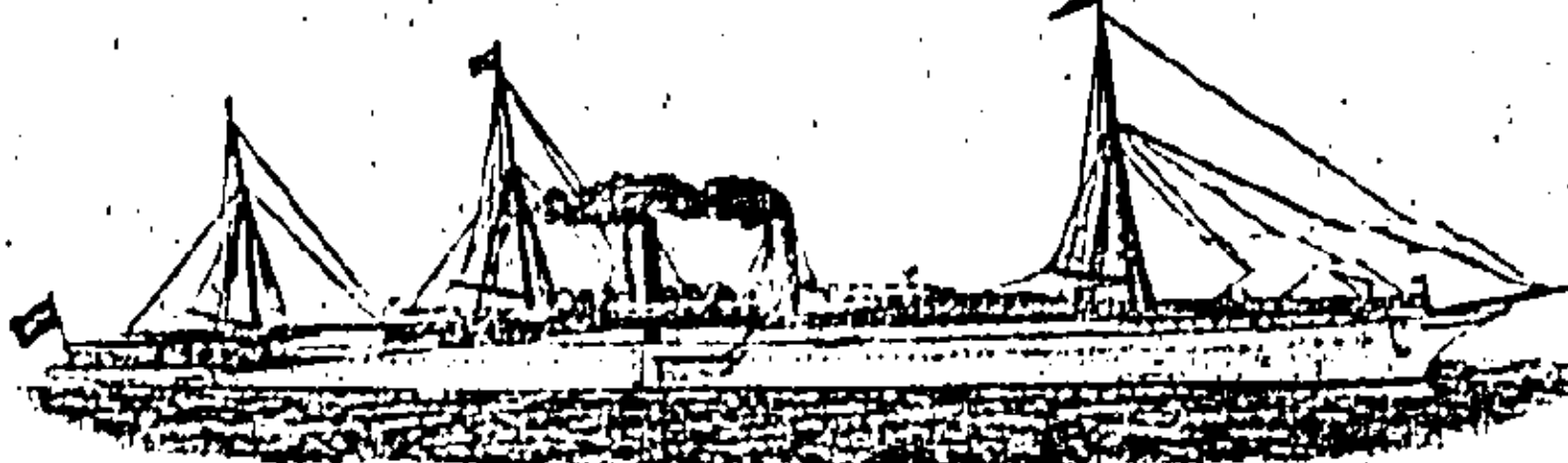
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"ATHENIAN"	1,440	WEDNESDAY, April 11	May 5
"EMPEROR OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPEROR OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate and 1st Class Rate £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 28th March, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th April	Freight and Passengers.
STAVONIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE & COLOMBO).	About 11th April	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April	Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May	Freight.
ISTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th May	Freight.
G. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May	Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May	Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June	Freight.
VANDALIA	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO).	6th May	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 4th April, 1906. [15]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
RIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 1st August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 15th August.
SACHSEN	WEDNESDAY, 29th August.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	61. 0. 0.	44. 0. 0.	24. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	168. 0. 0.	109. 0. 0.	64. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 10th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£63. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 4th April, 1906. [16]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. (Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

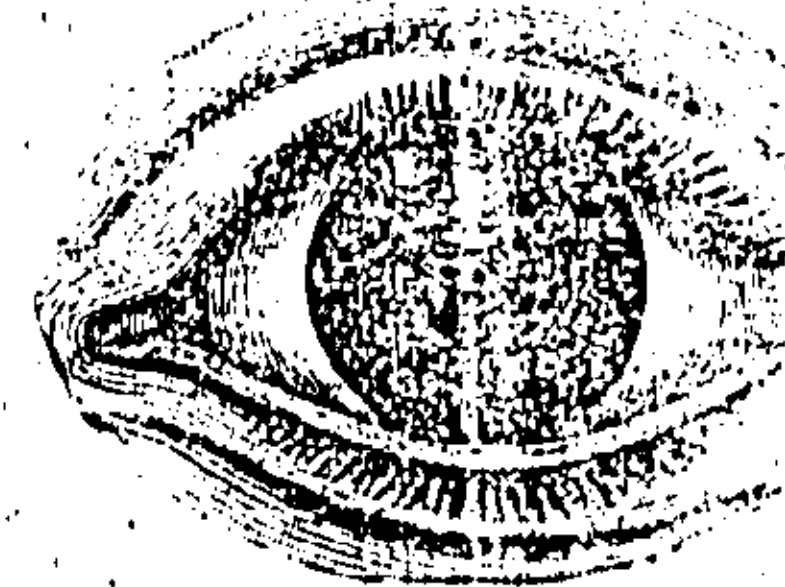
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Sootts, A. 1, and Watkins.
 Yokohama, May 23rd, 1905. [39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI, HONGKONG, 27th November, 1905.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINKS.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SINGAPORE, SHANGHAI, FAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected in or about	Will leave for	On or about
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 24th March, 1906. [19]

KWONG SANG & Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentleman's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1903. [165]

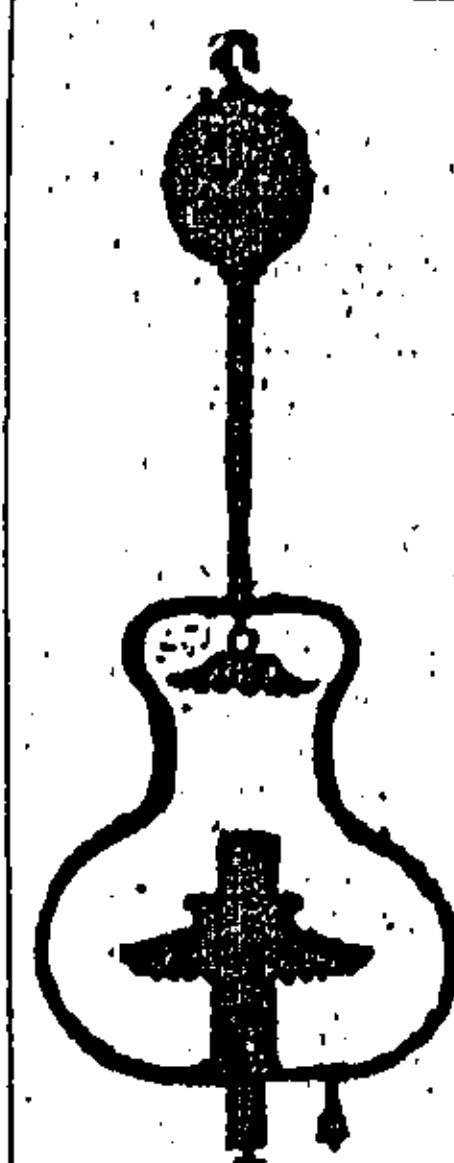
FOR SALE.

INCANDESCENT GASOLINE LAMPS
 OF ALL DESCRIPTIONS,
 from the best makers.

INCANDESCENT MANTLES,
 OHIMNEYS,
 GLOBES,
 SHADES, &c.,
 for
 GASOLINE and GAS
 LAMPS
 at the most moderate
 prices.

Lamps fixed up for
 Buyers free of charge.
 Naptha of the best
 kind kept in stock.

TAI KWONG CO.,
 56, Lyndhurst Terrace,
 Hongkong, 2nd May, 1904. [19]



Intimation.

Powell's

LADIES' OUTFITTERS,

Alexandra Buildings,

Des Vaux Road.

NEW GOODS NOW ON SHOW.

WHITE AND CREAM SILK BLOUSES.

WHITE AND ECRU MUSLIN BLOUSES.

WHITE MUSLIN SHIRT BLOUSES with Linen Collars.

SILK AND LACE NECKWEAR.

BLACK AND TAN LISLE THREAD HOSIERY.

NEW WASHING CLOVES.

TRIMMED AND UNTRIMMED MILLINERY.

A splendid selection of all of the above.

Inspection invited.

Wm. POWELL, Ltd., HONGKONG.

Hongkong, 5th April 1906.

Intimations.

YOU WILL NOT be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as **WAMPOLE'S PREPARATION** is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 7th April, 1906, at 11.45 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th April, both days inclusive. SHEWAN, TOMES & Co., General Managers. [382]

PHILIPPINE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE SHAREHOLDERS OF PHILIPPINE CO., LIMITED, will be held at the Office of the National Bank of China, Ltd., Queen's Road, Hongkong, on WEDNESDAY, 12th April, 1906, at 3.15 P.M., when the subject of the Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

That the firm of Messrs E. S. KADOORIE & CO. be appointed GENERAL MANAGERS of the Company in the place of Messrs BENJAMIN, KELLY & POTTS and that Article 50 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

BENJAMIN, KELLY & POTTS, General Managers. Hongkong, 31st March, 1906. [407]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 18th April to the 28th April, both days inclusive.

By order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 3rd April, 1906. [418]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that the BRADFORD DYERS' ASSOCIATION, LIMITED, Registered Office, 39, Well Street, Bradford, Yorkshire, England, Dyers, has, on the 18th day of October, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

1. The representation of "Chinese Castanets."

2. The distinctive device known as "Jui" or Chinese Lucky Stick.

3. The representation of a lot of Chinese books.

4. The Chinese characters (廣華染坊 公司) being the Hong name of the Applicant.

In the name of the BRADFORD DYERS' ASSOCIATION, LIMITED, who claim to be the sole proprietors thereof.

All the Trade Marks are intended to be used by the applicant Company forthwith in respect of the following goods:—

Silk Piece Goods, in Class 31, and Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.

The Trade Mark No. 4 has been used for about 2 years in respect of Cotton Piece Goods of all kinds, in Class 24.

Dated the 3rd day of March, 1906. DENNIS & BOWLEY, Solicitors for the Applicant.

FUTURE OF VLADIVOSTOK.

NORTHERN MANCHURIA AND AMERICAN ENTERPRISE.

Russia's renewed attempt to establish a permanent foothold in Northern Manchuria by making Vladivostok the port of entry, thereby off-setting the loss of Dalny and Port Arthur is described in an official report made public at the State Department in Washington on the 4th ult., which report recently reached Washington from one of the Department's agents in China.

The report expressed the belief that this will redound to the development of American trade, and will result in a great curtailment of the importance of Shanghai as a distributing point. The extract made public at the Department says:

"Since the conclusion of peace between Russia and Japan there has been much speculation in the foreign community of Shanghai as to the future opportunity for trade and development in Manchuria, and therefore the negotiations between Japan and China on the one hand, and the diplomatic moves of Russia at Peking have been watched with the closest attention.

"As soon as the way to Vladivostok was open there ensued a rush of steamers from Shanghai, Tsingtau, Chefoo, Tientsin, Nagasaki, Kobe, and Yokohama, and as a consequence the immediate demand for merchandise was soon satisfied. Then came the riots both at Vladivostok and Harbin, followed by the ice closing the port entry. These discouraging factors drove many of the traders away and left a market, which, while well supplied with such luxuries as are indicated for the Russians, is still demanding staples for the natives, and is offering a great chance for development.

"Such is practically the situation to-day, and a period three months from this date will see Northern Manchuria eager for that which is now believed to be the beginning of a new era, which will last a few years at the least.

"No one knows what Japan intends to do in Southern Manchuria, either in the way of trade or in development in connection with her portion of the Chinese Eastern Railway and the new line that is to be built thereto to connect with Korea. Russia, for the benefit of her portion of the Chinese Eastern Railway, her own political affairs in the Far East and perhaps for the sake of affording a contrast is letting everybody know what her aim and ambition is. It may be well to point out what is the field for the development now being advertised by Russian agents.

"The Chinese Eastern Railway, which leaves the old and original survey of the Trans-Siberian Railway at Tientsin, crossed the Manchurian border at the station since called Manchuria and then by a south-easterly course runs through one of the most fertile areas on the continent to Harbin, and from thence on to Poyranizhanna (border), thus reaching Siberia again and joining the main railway (a part of the original Trans-Siberian route and now running to Khabarovsk, on the Amur River) goes to Vladivostok. Through this Manchurian section there are vast stretches of rolling and level lands, great forests of fine wood of a merchantable kind and rich mineralised areas.

"Even while Vladivostok and Harbin were burning, plans were hastening for the coming campaign of development. The scheme advertised contemplated the establishment of a steamship service which would make Vladivostok the home port, the welcoming and the protection of invested capital, the invitation to use the railway as the means of transportation to Europe for the products of China, and especially of tea. These, in a general way, are said to be the plans and the foreign agent has been given a free hand to put them into effect as far as the outside world is concerned. It is thus evident that the Government and the Russian owners of this railway property are preparing to be a real deal towards making Vladivostok the port of entry and thereby making up for the loss of Dalny and Port Arthur.

"The docks are to be enlarged, they say: godowns built and cargo landing facilitated. This means competition with the Japanese, and an interesting condition will result. The Japanese merchant marine has apparently recognised this, and while Japan's affairs are being adjusted in the former war zone, its steamers are getting ready to enter the Vladivostok trade also. If, therefore, the ports of Southern Manchuria should be forsaken and there should be a reversion to Vladivostok, it would seem that there should be a much better future for a practically discarded port. It is also argued by those who are interested in Vladivostok that it is naturally the port for American-Manchurian commerce, being closer and easier of access in every way.

"Heretofore Shanghai has benefited largely by the Manchurian carrying trade, but if there is the outcome indicated in the foregoing, China's greatest port will suffer. American cargo will be landed at Yokohama, Kobe, Moji or Nagasaki, or it will go direct. And there will be great curtailment of the cargo at Shanghai which is landed there for trans-shipment. That from Europe, via the Suez Canal, can also, with less expense, go to the north direct rather than 'round ship."

"It is already announced that the Chinese Eastern Railway will institute a system by which all charges at fixed rates can be paid in America for shipments to any point in Manchuria reached by the line.

"If half of the optimistic views of those who talk from the Russian standpoint concerning Northern Manchuria and the Chinese Eastern Railway come true, the world will speedily see that as a matter of fact Russia has suffered very little by the outcome of the war as far as it relates to her development projects in the Far East. In any event, in the immediate future Northern Manchuria seems, according to the programme indicated, a good field for American enterprise."

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 6th April, 1906, at 11 A.M., at No. 109A, Praya East,

A QUANTITY OF COPPER PIPING, COPPER CYLINDERS FOR LIFE RAFTS, LIFE BELTS, &c., &c.

And a quantity of other GEAR, comprising: BRASS BINNACLE COWLS, BRASS SIDS, ANCHOR, and MAST HEAD LIGHTS, WIRE ROPE, MANILA-ROPE, &c., &c.

Also ONE CHRONOMETER, in good condition; AND

ONE LIFE BOAT.

TERMS:—As customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 5th April, 1906. [419]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 7th April, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th April 1906. [423]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 7th April, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

80 CASES OF FRENCH MACARONI, (in first-class order and condition).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd April, 1906. [416]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

MONDAY, at his Sales Rooms, DUNDRELL STREET, PRAYA EAST,

A FINE ASSORTMENT OF JAPANESE CURIOS, comprising:—

SATSUMA VASES, PLATES and INCENSE BURNERS, BRASS and BRONZE BOWLS and VASES, CLOISONNE WARE, &c., &c.

On view from Saturday, the 7th April.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 4th April, 1906. [421]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY, situate in Des Vaux Road, Victoria, in the Colony of Hongkong,

IN THREE LOTS, BY

Mr. GEO. P. LAMMERT, Auctioneer, ON

WEDNESDAY, the 11th day of April, 1906, at 3 P.M., at his Sales Rooms, DUNDRELL STREET, VICTORIA.

Lot No. 1.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section C of Inland Lot No. 111, and Subsection No. 1 of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 129 Des Vaux Road West. Annual Crown Rent \$9.40.

Lot No. 2.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section D of Inland Lot No. 131 and Subsection No. 2 of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 351 Des Vaux Road West. Annual Crown Rent \$9.32.

Lot No. 3.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as The Remaining Portion of Inland Lot No. 131 and The Remaining Portion of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 353 Des Vaux Road West. Annual Crown Rent \$9.38.

For further particulars and conditions of sale, apply to—

EWENS, HARSTON & HARDING, Solicitors for the Mortgagees, or to

Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 29th March, 1906. [396]

NOTICE.

THE SALE BY AUCTION OF ALMA, BATU KAWAN AND PRYE, ESTATES, stands postponed to a future date, of which due notice will be given.

KENNEDY & Co. Auctioneers.

Peking, 14th February, 1906. [276]

To Let.

CHEAP RENTALS.

EUROPEAN FLATS to let, Nos. 45 and 46, ELGIN and GARDEN ROAD, Kowloon. Bathrooms, Servants' Quarters, Gas and Water laid on.

Apply to— H. RUTTONJEE, No. 5, D'Aguiar Street, Hongkong.

No. 37, Elgin Road, Kowloon. [64]

TO LET. (FROM JUNE, 1906).

No. 2, ANTRIM VILLAS, Des Vaux Road, Kowloon. A Five-Roomed House.

Apply to— HUGHES & HOUGH, 8, Des Vaux Road, Hongkong, 10th March, 1906. [339]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to— JARDINE, MATHESON & Co., Hongkong, 20th January, 1906. [147]

TO LET.

No. 5, SEYMOUR TERRACE. Five-roomed House. Moderate Rental.

Apply to— WONG KAM FUK, Hongkong and Kowloon Wharf and Godown Co. [332]

TO LET.

"HAYTOR," THE PEAK. Immediate Possession.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 17th March, 1906. [563]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, ON PRAYA EAST.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th February, 1906. [72]

TO LET.

No. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 20th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 27th June, 1906. [73]

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [14]

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER, Macao, 16th October, 1905. [29]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS, PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER, Hongkong, 4th December, 1905. [30]

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

B. M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [53]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [62]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old Scotch \$8.00 Per Dozen Case.

Neil McLean, Old Scotch 10.00 " "

Ronald Rennie, Green Seal 12.00 " "

Glen Alva 13.00 " "

Neil McLean, Finest Liqueur 13.00 " "

Ronald Rennie, Perfection 14.00 " "

Melrose 16.00 " "

Ronald Rennie, Finest Liqueur 16.00 " "

Melrose * * * (12 Years Old) 20.00 " "

IRISH.

Mitchell's Old, Green Label \$9.00 Per Doz. Case.

Mitchell's Liqueur, White Label 15.00 " "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 24th June, 1905. [50]

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

BAHADUR

CIGARS.

THE

PREMIER CIGAR

OF

INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 5, 1906.

THE KOWLOON-CANTON RAILWAY.

Our special wire from Shanghai yesterday reveals the Viceroy of Canton once again in his mood of obstructiveness which His Excellency has shown himself so prone to fall into off and on. At one time relations between Viceroy Shum and the representatives of the foreign Powers in Canton appear to have been of so unsatisfactory a character that no business matters could be advanced through the Viceroy's attitude of perfect passiveness in ignoring all consular representations. But when at the beginning of last month, on the occasion of Admiral Train's visit to Canton, His Excellency was accorded an adequate reception at the official yamen, it was believed that the Viceroy had cast off his peevishness and would once again resume the intercourse with the foreign representatives on lines that would be of mutual advantage to foreigners and Chinese alike. His latest action in relation to the terms of the agreement of 1899 concerning the Kowloon-Canton railway, however, does not look hopeful that he is anxious to advance the construction of the line. It is an old plea that he is urging for delaying the commencement of this most important undertaking. He had said before that the terms of the subsisting agreement were unacceptable—terms neither onerous in their fulfilment nor inequitable in their stipulation. The terms are no other than those embodied in the agreement providing for the utilisation of British capital and British material. China, one of the contracting parties to the solemn compact, agreed to all its articles, and no amount of antipathy to foreign, or rather joint foreign, enterprise, on the part of the Viceroy of the Two Kwang can defeat the end of a subsisting and valid written understanding, "signed and delivered." That the British Government will submit to no unreasonable unobstructiveness from the Canton Viceroy, it is not difficult to infer from the simple statement which Sir Matthew Nathan did our representative, the honour of enunciating when His Excellency was interviewed this morning on the subject of our yesterday's Shanghai wire. The Governor said, in effect, that no new difficulty had since arisen. The suggestion for a revision of the agreement had been made some considerable time ago by the Viceroy of the Two Kwang. We must assume, therefore, that its reiteration at the present moment is but a renewed attempt to nullify, in part, a compact from which there is absolutely no intention on the part of the concessionaries of the line to withdraw. There is the gratifying official assurance from no less an authority than our Governor himself that the position taken by the Hongkong Government throughout is that the preliminary agreement entered into in 1899, on behalf of the Government of China, with the British and Chinese Corporation is binding on the Viceroy now. This being the unequivocal opinion of Sir Matthew Nathan, H.E. Shum cannot carry on his tinkering policy in opposition to the spirit and letter of the agreement for all time. He must call a halt when the scheme to connect Kowloon with the Chinese city is ripe for a commencement to be made at the northern end. The development of the Kowloon hinterland which is so sanguinely anticipated cannot be delayed at the whimsical pleasure of an official never very amiable towards friendly foreign overtures. The interest of the Chinese themselves would seem to call for the removal of all obstacles in the way of the simultaneous commencement and rapid construction of the Kowloon-Canton Railway, and in reviving old difficulties the Viceroy declares his direct hostility towards the scheme and his indirect obstruction in the advancement of the prosperity of the province for whose successful administration he is responsible.

THE Norwegian steamer *Tye* arrived at Ran-goon on 18th ult. from Hongkong, to load a consignment of 5,000 tons of rice for Japan. She has been chartered by a syndicate of leading native merchants for the trip, says the local *Times*.

LOCAL AND GENERAL.

FIFTY-one bodies had been recovered from the Takashima colliery up to the 30th ult.

YELLOW-coloured snow, caused by dust, fell at Peking on Friday, and ominous talk is current in the city, where it is recollected that a similar phenomenon preceded the fall of the Ming dynasty.

MR. AU FUNG CHI has accepted the invitation to become secretary of the Chinese Department of the Y.M.C.A., and takes up his duties on the 1st May. A reception will be given to the new secretary on the last day of this month.

THE *Opinion* of Saigon has several interesting telegrams with reference to the House of Commons, and it will be news to most people that Sir Churchill, by which is meant presumably, Mr. Winston Churchill, is still very active on the Chinese question in South Africa.

A LAD was charged at the Magistracy to-day, before Mr. F. A. Hazeland, with stealing one umbrella and a gauze jacket from the Ko Shing theatre last night. The lad admitted the charge and was ordered to be given twelve strokes with the birch and to be kept in gaol for forty-eight hours.

MR. KURINO, the new Japanese Ambassador to France, with his family, was to leave for his post yesterday, by the *Bingo-Maru* from Yokohama. On the 26th ult., Mr. Kurino gave a farewell dinner at the Mitsui Club, attended by about 40 gentlemen, including Marquis Saionji and other Ministers of State.

YESTERDAY afternoon, A. Nielsen, A.B., P. & O. s.s. *Manila*, was summoned at the instance of the captain of the ship for absenting himself from the vessel from the 26th February to 28th ult., without permission. The defendant admitted leaving the ship without leave. Mr. F. A. Hazeland, who heard the case, sentenced the defendant to fourteen days' hard labour.

ACCORDING to the latest news received from Saigon, the Messageries Maritimes Company have finally given up the *Caobang* as a total wreck. The *Courrier-Saigonais* says: "The officers who remained in the vicinity of the vessel are now taking steps to save everything of value. When this is finished, which will probably be in fifteen days, they will return to Saigon."

THE *Nagasaki Press* says that the master of the British s.s. *Coma*, from Vladivostok, reports having passed two mines adrift in the line of ships proceeding to or from Vladivostok. One was passed three miles north-west of Askold Island, and the other 45 miles true south of Askold Light-house; the second had eight large spikes. The *Coma* passed them at a distance of thirty yards.

UPON the arrival of the U.S. battleship *Oregon* at San Francisco from Hongkong, her crew were met by the U.S. Naval Station, to be placed out of commission and surveyed. It was expected that the repairs would require the presence of the vessel at Bremerton yard for a year or more and it is possible Congress will be asked to make a special appropriation for the work.

THE House of Lords has agreed to Lord Avebury's resolution affirming that Sunday shopping demands the serious attention of the Government. Lord Tweedmouth, First Lord of the Admiralty, agreed to refer the subject to a joint committee of the Legislature. The Archbishop of Canterbury presides over a national conference, which has been convened by the religious bodies for dealing with the whole subject of Sunday observance.

THE *Rangoon Times* says:—In addition to the number of British, German, Norwegian and French steamers chartered to take rice to Japan, we have it on good authority that certain Japanese shipowners at Kobe have formed a syndicate, and will send out some ten or fifteen of their vessels to the rice ports, with merchants on each vessel to purchase rice for the famine-stricken Japan. The first steamer of the syndicate to arrive in Rangoon was the s.s. *Sein Maru*, which has now nearly completed loading a consignment of 3,000 tons of rice, for Yokohama.

BAIRNSDALE (Vic.) was over-run with frogs on 12th March. They swarmed on the roads and footpath, and made their way into shops and houses in myriads, defying all efforts to dislodge them. Many people tried sweeping them out, but the houses were no sooner cleared than a fresh invasion took place. The frogs showed themselves expert climbers on window curtains and bed hangings. It was impossible to walk along the footpaths in some places without stepping on frogs, thousands of which were killed by the traffic. This is the second invasion of the kind that has occurred there within a fortnight.

It appears from a Berlin telegram of March 25 that the Chinese Commissioners who are visiting Germany for the purpose of investigating the institutions and administrative system of that Empire have been received in audience by their Majesties the Kaiser and Kaiserin, who entertained them at a luncheon at the Palace. After the repast a formal reception was held, in the course of which the Commissioners presented their Majesties with valuable gifts. Among those present were the Crown Prince, most of the other members of the Imperial family, Prince Buelow, several of the Ministers of State, including the Minister and Vice-Minister for Foreign Affairs, and Dr. Knapp, the German Consul-General at Shanghai, who is accompanying the Commissioners during their tour. The Kaiser conversed with the Commissioners concerning their mission for about three-quarters of an hour and displayed much cordiality. All the Commissioners and the Chinese Minister at Berlin have been decorated with high Orders.

THE several units of the Shanghai Volunteer Corps paraded on the polo ground on the 30th ult. for inspection by the Commandant, Lt. Colonel Watson, and to practise the March Past for the inspection by Major-General Villiers Hutton after Saturday's field manoeuvres. There was a large crowd of spectators present, but from their point of view waiting was the chief feature. Nevertheless the March Past was carried out excellently and showed some result from the continued training of the past few weeks.

THE three shop coolies and two women, employed by the Shiu On Wing firm of flour merchants, No. 314, Des Vaux Road Central, were again brought up on remand this afternoon, before Mr. F. A. Hazeland, charged with applying false trade marks to flour, on March 19th. Defendants, it is alleged, were transferring the "Red Seal" brand flour into bags bearing the "White Lily" mark. Mr. G. E. Morrell, of Messrs. Denny's and Bowley, prosecuted, and Mr. T. C. Holborow, of Messrs. Deacon, Looker and Deacon, defended. Inspector Collett watched the case on behalf of the police. Further evidence was called.

AT the Magistracy to-day the chief officer of the steamship *Amer* was summoned for stealing two pieces of silk and one ladies' shirt, the property of an Indian hawker, on board his ship yesterday. It appeared that the Indian hawker approached the officer yesterday with his goods for sale. It was alleged the officer took the goods already mentioned to his cabin and which is valued at \$4, refused to pay for it and hunted the man off the ship. The Indian went to the Water Police Station and reported the matter. The officer's cabin was afterwards searched by the police, but the goods were not found. The defendant denied the charge, and the evidence heard was of so flimsy a nature that Mr. F. A. Hazeland ordered the officer to be discharged.

YESTERDAY afternoon the quiet and tranquillity of Pokfulam was disturbed as a result of a free fight which took place between some coolies employed at the Dairy Farm. It was "chow" time, and when the coolies had gathered round the table it was discovered that one coolie—a Hakka—was missing. One of the men present, who appeared desirous of perpetrating a practical joke, picked up some manure and daubed it around the rim of the absent man's rice bowl. When the Hakka turned up, he picked up the bowl to commence his dinner, when he discovered the "joke" that had been played on him. Not being able to appreciate the humour of it, he got disorderly and soon seven coolies set upon him and gave him a thrashing that necessitated his instant removal to hospital. His assailants were arrested. They were placed before Mr. C. A. D. Melbourne to-day and ordered to pay fifty cents each and bound over in the sum of \$50 to be of good behaviour for one year. The complainant was also bound over.

WITH reference to the subject of dust-bins, as in our columns last evening, it is creditable to the Hon. the President that he should have given the opinions of the Chinese members of the Board the weight they undoubtedly deserved. That they did deserve every consideration is borne out by the fact that the President, after duly weighing the remarks of the members in question was enabled to make the motion recorded, and which was carried *unanimously*. The proposal to force upon the classes of traders and others concerned a heavy tax in the purchase of a certain patent article appeared from the first entirely out of the bounds of the Board's province, and it certainly partook of the nature of an attempt to secure for one dealer a monopoly at the expense of other dealers and that portion of the community concerned. Both Mr. Fung Wa Chun and Mr. Lau Chu-pak took an entirely proper stand in opposing the suggestion of the Medical Officer of Health in the matter, as they were thus instrumental in saving many industrious, hard-working, and deserving men from an imposition, the reason for the suggestion for which we fail utterly to find, which would have but added to the ever-increasing hardships they are called upon to bear, and which the majority do bear patiently and without demur.

A CORRESPONDENT writes to say that it is high time a little attention was paid on the part of the police to the conduct of the ricksha and chair coolies who have their stands about Thomas' Hotel, the International Bank, and the foot of Battery Path. This morning, he states, a lady was coming down Battery Path, towards Queen's Road, when two chairs and a ricksha were rushed right up the path at her, and as there were a number of natives going up and down, the result was that, between them all, the lady was jostled into the gutter, where she barely escaped a fall by catching the support of one of the chairs. Had she been on the other side of the Path—the outside—or had it been raining and ground slippery the result might have been a nasty fall endangering a broken limb if no worse damage. An Indian policeman, adds our correspondent, was standing barely fifteen paces away, but he appeared to look on with all the stolid indifference of his race. This is not the only complaint that has reached us on the same subject, and in one letter a complainant asks why there is no protecting rail from the foot of Battery Path to Beaconsfield Arcade. "Is it a case of the lost horse and the locked stable?" The matter certainly seems to need the attention of the authorities.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 12.5 p.m. The barometer has risen generally.

Pressure is highest over the Yellow Sea, and the depression is still shown over the Pacific to the N.E. of Japan.

Gradients continue slight and moderate E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate E. winds; fair.

OUR NAVAL GUESTS.

ENTERTAINING MEN OF THE FRENCH AND JAPANESE FLEETS.

Mr. J. R. M. Smith, the hon. treasurer of the Provisional Committee, acknowledges receipt of the following subscriptions:—

W. A. Dowley	\$ 50
J. Orange	50
Vernon & Smyth	50
C. E. Antoon	25
A. Brooke Smith	25
H. T. Butterworth	25
W. A. Cruickshank	25
T. S. Forrest	25
C. W. May	25
G. C. Moxon	25
J. C. Peter	25
C. H. Rose	25
A. Tillet	25
A. Turner	25
Colin C. Scott	20
J. Barton	15
A. R. Fullerton	15
W. Armstrong	10
W. C. Barrett	10
E. Burns Pye	10
J. W. Crouch	10
W. Nicholson	10

Amount previously acknowledged 1,380.

\$ 905.

A TWICE-BROUGHT SUIT.

In Summary Jurisdiction this morning before His Honour Mr. A. G. Wise, Puisne Judge, Messrs. W. Shewan and Company sued the Sze Loong firm for the recovery of the sum of \$172 due on a promissory note signed by defendants in plaintiff's favour, Mr. Otto Kong Sing appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Grist said there had been a considerable number of transactions between the plaintiff and the defendant, and a considerable number of promissory notes had been given by defendant to the plaintiff.

His Honour: Did not this case come before me, in some other shape or form, once before?

Mr. Grist: Yes, it came before your Lordship before in the form of a claim for goods sold and delivered. I am quite sure if they had set up their claim then on the promissory note I would have been entitled to judgment. It would take a considerable amount of time to go through all the accounts before your Lordship, to see where the discrepancy occurs. We say we have paid the amount in full, so it seems to me a matter of account entirely, and I submit it would save a considerable amount of time if your Lordship would refer it—

His Honour: To whom are you going to refer it?

Mr. Grist: I would suggest the Court shroff. The notes are all in Chinese.

Mr. Otto Kong Sing: My client is quite agreeable to that course. The money was paid to him, and he would produce his books to prove it.

His Honour: Very well, the matter will be referred to the shroff, and the case stands adjourned *pro die*.

TRADE WITH CHINA.

IN COPPER, LEAD, AND COAL.

The Minister for Mines has received a report from Mr. J. B. Sutor, Commercial Agent for New South Wales in the East, on trade in copper, lead, and coal in China. Writing from Shanghai, Mr. Sutor says:—

"In my recent despatches I drew attention to the great demands for copper in China; copper of 99½ per cent. purity required for minting copper coins, etc. Doubtless the great demands for China had a disturbing influence on the London market, and caused copper to reach its present high figure. It would appear that prices have more than reached high-water mark, and it would be well for our people interested in copper to note that there is evidence of a serious falling off in the demands for copper in China, i.e., copper for minting purposes. Already China is exporting copper previously imported. The new currency doubtless has a decided bearing on the consumption and will considerably lessen previous demands. In anticipating future business with the Chinese Empire it would be wise to act with extreme caution, and not rely upon the present high values. Of course other demands may arise, but such do not appear for the present on the commercial horizon of the Chinese Empire. I therefore advise that the utmost caution should be exercised, and do so with the sole interest of guarding our people from probable losses."

"In sympathy with copper, lead appears to have reached a high figure; at the same time, seeing that lead is in demand for different purposes, I anticipate that demands will gradually increase, and that present prices will be maintained."

"I am pleased to state that a little business is being done in New South Wales coal, and am hopeful that larger contracts will be entered into. Already one large shipment has arrived, another is expected, and inquiries are being made for further shipments."

"I had a long conversation with one of the principal consumers of coal, and was given to understand that if the present shipments proved equal to recommendations then further large orders would be placed. I sincerely hope that nothing will prevent a satisfactory contract being entered into. Our coal is in high repute, but the fact cannot be disguised that local consumers view with a great amount of caution the probability of strikes in New South Wales. We now have an opportunity of recovering a lot of lost confidence, and it is to be hoped that matters will move along satisfactorily. I have spent a lot of time in diverting attention to New South Wales for coal, and feel more than glad that business has eventuated."

"During my recent visit I received inquiries for shipments of coal for Vladivostok, but before leaving Shanghai complete information had not come from Australia."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SIR ERNEST SATOW.

AN UNCONFIRMED REPORT.

[From Our Own Correspondent.]

Shanghai, 5th April, 12.30 p.m.

The report that has been published here, stating that Sir Ernest Satow is not returning to the East on his departure for England, is not confirmed.

[N. C. D. News.]

Russia and the Timber-felling Enterprises.

Peking, 30th March.

According to a telegram from the Military Governor of Heilungkiang to the Waiwupu timber-felling enterprises in and around Huland and Lanchow, which promise large profits, were already sanctioned as Government works; exporters have also been sent to investigate in the forest of Mount Kaopa (Korea). The Russian authorities, however, have endeavoured to obstruct these enterprises, declaring that China is not entitled to set to work alone before the Russo-Chinese Treaty is concluded.

An Italian Prince in Japan.

Tokio, 30th March.

Prince Ferdinando Umberto, Prince of Udino, son of Admiral H. R. H. The Duke of Genoa, on board the Italian cruiser *Calabria*, 2,428 tons, arrived at Yokohama yesterday evening and will reach Tokio on Sunday. His Royal Highness will be housed at the Kasumigaseki Palace for about a week, and will be received in audience by the Emperor, with whom he will tiffin on Monday.

UNITED SERVICE RIFLE ASSOCIATION.

"HATTON" CUP COMPETITION.

The following will be the allotment of marks in the "Hatton" cup competition:—

(a) Fire, possible hits	320
(b) 1. Invisibility	40
2. Protection	40
3. Trench Capacity	40
4. Drainage, &c.	40
(c)	150

Teams completing the march in one hour will receive full marks. If there are stragglers the time will be counted till the arrival of the last man of the team and 2 points deducted for each minute over a hour.

(d) Manoeuvring of Covering Party. 160

(e) Discipline of Covering Party. 50

(f) Condition of kits. 50

Total 940

PRACTICE FIRING.

Practice for the Competition will be carried out by teams of the 129th Baluchis on Friday 6th, and Saturday 7th instant, from a point to the east of the Front Road a little beyond the 3rd milestone against targets on the lower slopes of Beacon Hill in a N.E. direction. On the 7th, 9th, 10th, and 11th instant, by the entrenching party from a position near the junction of the roads leading to the Shatin and Grasscutters Passes, N.E. towards the latter Pass; (b) by the Covering Party from a position about 400 yards N.E. of the last letter L in Diamond Hill due E. against the slopes between Kailung Peak and Middle Hill.

AMERICAN BANKER AT TOKYO.

AN UNPRECEDENTED HONOUR.

The following is from the *Japan Chronicle* of 29th ult.

Mr. Jacob F. Schiff, the famous New York financier, who arrived on board the *Manchuria* at Yokohama on Sunday, accompanied by his wife, proceeded to Tokyo on Tuesday morning. Mr. and Mrs. Schiff drove from Shinjimbashi Station to the Imperial Hotel in a carriage provided by the Bank of Japan. It is stated that the Bank—in recognition of his services in connection with the flotation of Japanese loans in America—offered to provide a special train to convey the great banker and his wife from Yokohama to the capital, but Mr. Schiff politely declined the offer.

On Tuesday Mr. Schiff called upon Marquis Saionji and the Minister for Finance, and also visited the Diet.

According to arrangements, Mr. Schiff was to have been presented to his Majesty the Emperor yesterday by the American Charge d'Affaires. His Majesty also invited Mr. Schiff to dinner—an honour bestowed upon a civilian which, it is believed, is unprecedented at the Imperial Court.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Sigismund*) 9th inst.
Indian (*Ararat*) 9th inst.
Canadian (*Empress of India*) 10th inst.
German (*Sachsen*) 11th inst.
American (*Hongkong Maru*) 18th inst.

The East Asiatic Co.'s s.s. *Aker* left Singapore on 4th inst., p.m., and may be expected here on 11th inst.

The T. K. K. s.s. *Hongkong Maru* will sail from Yokohama on 7th inst., and will be due at this port on 18th inst.

The N. Y. K. European Line s.s. *Dim of Adair* left Shanghai for this port on 4th inst., and is expected here on 7th inst.

The Apcar Co.'s s.s. *Ararat* left from Calcutta left Singapore yesterday afternoon, and may be expected here on 9th inst.

TELEGRAMS.

[Reuter's]

LONDON, 3rd April.

Great Britain, France and Russia.
The Times says that not a few Englishmen will hope that the Algeiras Conference will further stimulate the policy of supplementing the Franco-Russian alliance and the Anglo-French entente, by the natural complement of a cordial Anglo-Russian understanding.

Later.

The Strike in America.

The employers of 100,000 bituminous coal miners in America have increased the men's wages, and relieved the situation.

The Morocco Conference.

The Italian delegate has been deputed by the Conference to go to Fez to explain the decisions of the Conference to the Sultan, and to obtain his adhesion to them.

The Elections in Russia.

Upwards of 60 per cent. of the electors in St. Petersburg voted yesterday. The authorities refrained from all interference.

THE NANCHANG MASSACRE.

Since we wrote on this subject on the 15th ult., says the N. C. D. News of 2nd inst., more light has been thrown on it from various sources. It will be remembered that the first news that reached Shanghai was in the form of rather vague telegrams from Nanchang to the native papers here, stating that a Chinese magistrate had been attacked by a French priest. These telegrams were evidently intended to prepare the way for the news that was to come, and we learn now that they were not sent by the correspondents of the papers which published them, but came direct from the Governor's yamen. On the faith of these telegrams practically all the native papers at first regarded Père Lacuche as the aggressor, but two of them as soon as they got telegrams from their own correspondents recognised that the magistrate Chang committed suicide, and have adhered to that view. The line taken by the N. C. D. is explained by General Mesny's letter; the proprietors of that paper are Kiangsi men, and it is, in fact, a Kiangsi organ. While two of the native papers admit, as we have said, that the magistrate committed suicide, they hold that he was driven to do it by the obduracy of Père Lacuche. It is quite safe to assume, however, that the magistrate, who was in financial difficulties, had made up his mind to commit suicide because he had made promises to Père Lacuche and to the Chinese which were inconsistent with each other and which he could not possibly perform. By committing suicide, he saved his own "face" before his countrymen, and avenged himself on the Roman Catholic Mission. That he did commit suicide, whatever his motive, is established by the post-mortem examinations made, and it is evident from the photograph of the dead magistrate published in the native papers here.

Outbreaks of the Chinese like that at Nanchang are generally the result of a sudden access of fury, but there was full deliberation in the Nanchang case, more than two days elapsing between the magistrate's attempt on his life, and the massacre itself. There was thus plenty of time for the missionaries to escape, but they all seem to have remained at their posts. The most unaccountable incident in the affair is the behaviour of five Marist Brothers. Here were five able-bodied men, with no women or children to look after, who knew there was an infuriated mob coming towards them, thirsting for their blood. They reached the river in safety, and got into a boat, but because the boatman refused to take them, they went back to the shore and landed, and allowed themselves to be killed, without even wounding one of their assailants. The story seems incredible, but it appears to be well-established. This was carrying the doctrine of non-resistance too far.

There will be no trouble in settling the British claim for the destruction of life and property at Nanchang, the Chinese allowing that the Kingmans had given no provocation of any kind. But we understand that the Chinese adhere to their opinion that some provocation was given by the Roman Catholics, provocation which, if it existed at all, could not justify in the least the outrages committed. According to the native papers, very heavy demands have been made by the French representative Nanchang. They include, of course, the punishment of the ringleaders of the riot, and of the officials who did not prevent it when the American missionaries warned the Nanchang Foreign Office; an official statement; that the magistrate committed suicide, and was not wounded by Père Lacuche; the erection of a monument; the payment of an indemnity of some five hundred thousand taels; and the payment of an annual contribution of Tls. 10,000 to the R. C. Mission. We may take it that these claims are very much exaggerated. Whatever it may cost to replace the buildings destroyed, China should undoubtedly pay, with some compensation to those, if any, who were dependent on the murdered priests and teachers; but to exact an annuity of Tls. 10,000 for the maintenance of the mission would be contrary to the whole spirit of missions. From what we gather, the use of more conciliatory methods by the missionaries in Kiangsi would have prevented the occurrence of the massacre and the extension of a very strong anti-foreign feeling in the province. But nothing excuses the massacre itself and the criminal apathy, if not complicity, of the local officials.

THE KOWLOON-CANTON RAILWAY.

SIR MATTHEW NATHAN'S STATEMENT.

With reference to the telegram from our Shanghai correspondent on the subject of the Kowloon-Canton Railway, which stated that the Canton Viceroy suggests a revision of the so-called temporary agreement for the construction of the line, as it appeared to us that the action of the Canton Viceroy in making such a suggestion at this juncture was *ultra vires*, a representative of this paper this morning called upon His Excellency the Governor. As a result of his inquiries His Excellency said that the telegram mentioned represents no new difficulty that has arisen, but deals with the suggestion made some considerable time ago by the Viceroy of the Two Kwang. The position taken by the Hongkong Government throughout is that the preliminary agreement entered into in 1899, on behalf of the Government of China, with the British and Chinese Corporation is binding on the Viceroy now.

A NEW PREACHING HALL.

NEAR TAI LEUNG.

On the 20th ult., a Preaching Hall in connection with the Chinese church was opened in Tai Leung the district City of Shun-Tak, 20 miles south from Canton; and now within twelve months of that date the Chinese church members have opened a similar hall in Ue Chau, about 8 miles from Tai Leung.

Among the notes of the Church Missionary Association for April, published in *From Month to Month*, the Rev. W. E. Hipwell contributes the following:—

The following account will, I trust, lead many of the readers of *Month to Month* to take a deeper interest in the rapidly developing work which is being done by the Chinese church in this Province. Ue Chau is distant about four hours by launch from Canton, and is a place of call for all the Chinese passenger boats which ply between Canton and various places along the West River. Owing to the steamer by which I travelled from Hongkong to Canton being delayed by fog I did not reach Canton in time for the early boats to Ue Chau, and consequently I did not arrive at the latter place until 4 p.m., February 7, too late for the opening service which had been conducted by the Revs. Mok Sau Tsang, Canton, and Fok Tsing Shan, of Hongkong. At that service there were 70 men and 30 women present, all either Church members or catechumens.

The hall has been erected by local funds, and without cost to the Society, except a small grant for furnishing. Ue Chau is the centre of a thick cluster of thirteen villages with an aggregate population (so it is said) of over 10,000. Three of the Church members took me for a walk through some of the villages, and although it was apparent that foreigners have not been frequently seen there I heard very few unfriendly expressions used. Ue Chau is the native place of Mr. So Lai Chuen, the Hongkong merchant, to whom I have frequently referred, and his clan is one of the most numerous in the district. Owing, under God, to his energy and zeal a church has been founded in the neighbouring city of Tai Leung, and now he has again taken a leading part in the establishing of this new centre for the Gospel, where there are already 24 baptized Church members and 30 catechumens. The hall has been named "The House of Illustrious Teaching," and as the name implies will be a place of resort for Church members and inquirers where the scriptures, and scriptural tracts, are provided for free perusal, as well as a preaching place, on the periodical visits of the catechist from Tai Leung.

PLEDGE OR NO PLEDGE?

THE CHIEF JUSTICE'S RULING.

In the case of Hing Sing Cheong, *ex parte* the Hamburg America Line, which has been fully reported in these columns, his Honour Sir Francis Pigott, Chief Justice, sitting in Bankruptcy Jurisdiction, delivered the following judgment.

His Lordship said: The Van On Insurance Company lent to the Hang Sing Cheong Firm a certain sum of money on the security of a godown warrant given by the Hop Yick Godown in respect of 300 slabs of tin, and money was also lent on the security of certain bags of pepper. Entries were made in the books of the godown of the pledges. Notwithstanding the existence of such pledges the Godown Company allowed the firm to remove some of the tin and pepper, but received from the firm some other goods without the knowledge of the Van On Company; but an entry was made in the books of the godown that these other goods were held in substitution of the original goods pledged. The Van On remained satisfied, but did not receive a fresh godown warrant. The Trustee in Bankruptcy has sold these substituted goods in the bankruptcy of the Hang Sing firm, and the Van On claims the proceeds. The claim is resisted by the Trustee on the ground that the Van On has not got the godown warrant, and he contends that without it the pledge is incomplete. The point raised is really this: Is a godown warrant so indispensable a document of title that the recognition of the substituted pledge in the books of the Godown Company is insufficient to establish the title of the Van On? It seems that, on the authority of Young v. Lambert (22 Law Times p. 498), such a recognition in the books would be sufficient if there is no document of title; but is it good if there is a document of title such as a godown warrant? If the Trustee's contention were sound that the godown warrant is indispensable, this would be putting a godown warrant on the same level as a bill of lading. But there is abundance of authority to show that it is not entitled to be so treated. (See New Encyclopedia at Dock Warrant and authorities there cited.) I am, therefore, of opinion that the Van On is entitled to the proceeds of the sale of the substituted goods, and costs.

R.G.A. ATHLETIC SPORTS.

Committee:—President, Captain F. S. Butler, R.G.A.; members:—Captain C. G. Verker, Lieut. H. P. Garwood, Lieut. R. S. Lucy, Lieut. G. H. W. Dobbins, 2nd Lieut. E. Cumming, Subadar Muhammad Ali, Mr. G. (W. O.) F. J. Champion.

Sub-Committee:—Regl. Sergt. Major Tuohy, Mr. G. G. Gahner, C. S. M. (I. G.) Eldred, Sergt. Bayliss, Sergt. Taylor.

Fine weather ushered in to-day the Royal Garrison Artillery athletic sports at the Happy Valley. The football stand, kindly lent for the occasion by the Football Club, was decorated with bunting and the ground was encircled with ropes.

Just before the commencement of the events there was a good assembly present, a few ladies being among the number.

The sports commenced at two o'clock. The majority of the events to-day were heats. Tomorrow the finals will take place. The result of the first event was as under:—

Long Jump.—Prizes, \$3, \$4 and \$2.
Sergt. Bayliss, H.K.S.B. 1
Bom. Kerrick, 88 Co., R.G.A. 2
Gr. Cochran, 88 Co., R.G.A. 3

THE QUEENSLAND TRADE COMMISSIONER.

Advices have been received in the Colony that Mr. Frederic Jones, the energetic Trade Commissioner for the Government of Queensland, is returning to his field of labour soon, having booked his passage by the E. & A. S.S. Eastern leaving Brisbane on the 12th instant. We are also informed that the Chinese merchants, who have had their eyes opened by the propaganda made by Mr. Jones as to the possibilities of the State of Queensland in the way of supplying the many requirements of our market, intend to offer him a right royal welcome on his arrival here, and thus in some way to thank him for the interest he has taken regarding modifications in the present Immigration Restriction Act of the Commonwealth.

THE QUESTION OF STREET HAWKERS.

Amongst the most interesting of the papers laid before the Singapore Council on 23rd ult., was that containing the report of the Committee considering the question of street hawking. The report bears evidence of careful consideration, and appears to be an eminently fair one from the point of view of the hawkers, whilst containing some valuable suggestions. The Committee says they are of opinion that the present law concerning street-hawkers is unsatisfactory. This law is contained in Section 22 of "The Summary Criminal Jurisdiction Ordinance XIII of 1872" which runs, "Whoever exposes for sale or sets out in or upon any stall, booth, showboard, cask or basket, or otherwise, any meat, fish, vegetable, fruit, groceries, or any other thing whatsoever, so as to cause obstruction in any public thoroughfare or so as to make the use of any public thoroughfare less convenient shall be liable to a penalty not exceeding twenty-five dollars," and under it hawkers are in many cases arrested and punished although the obstruction which is caused by them is of no importance.

Hawkers are a great convenience to the poorer classes in the towns and (speaking generally) it is only when they attempt to ply in or close to the main thoroughfares that they cause such obstruction to traffic that action should be taken against them.

The majority of the poorer families in the towns who keep no servants who can be sent to market, buy their vegetables and meat from hawkers who come to their doors, and the majority of the coolie class buy at least one meal a day of cooked food from hawkers in the streets.

The Committee consider that the Municipalities are the proper authorities to decide the streets and places in which hawkers should or should not be allowed to trade, and see no objection to the erection of stalls at night-time in certain streets in "China-town," but consider that a fee should be payable for permission to so occupy any part of a public place if only to cover cost of scavenging.

They think it desirable that several of the vacant spaces in the town near to main thoroughfares (some of which are Government property) should be prepared for occupation by hawkers. Such a measure would be of great convenience to the public. It would be necessary that part at least of such spaces should be roofed over.

With regard to "peripatetic" hawkers—men who travel with baskets or (like pork butchers) with a table which they put down from time to time while conducting sales, a difficulty is seen in that the hawkers and the police appear unable to arrive at an understanding similar to that arrived at in London between pavement-sellers and constables. A London constable only "moves on" a pavement-seller when he genuinely obstructs traffic, and the seller when "moved on" always moves. It is recommended that the Municipality be empowered to entirely forbid hawking in places where absolutely necessary to do so, and that elsewhere the men be left alone unless causing genuine and material obstruction.

They recommend therefore the repeal of Section 22 of "The Summary Criminal Jurisdiction Ordinance XIII of 1872" and the addition to the Municipal Ordinance of sections: (i) forbidding the erection in any street or public place of any stall for selling food or goods, or the occupation of any portion of any street or public place for such purpose, without a licence so to do; (ii) authorizing the Municipalities to issue licences for the erection of stalls for the sale of food and goods and the occupation of areas for such purpose in streets and places specified from time to time in by-laws at hours so specified, and to charge fees for such licences; (iii) authorizing the Municipalities to schedule by By-law places and streets or portions of places and streets in which all hawking is forbidden.

It is believed that if the proposals are adopted, the Municipalities acting in conjunction with the Chief Police Officer will be able to frame by-laws which will legalize the position of those hawkers who cause no real inconvenience to anyone, and who are of great service to a large section of the public, and that the duties of the police in this respect will be lightened by the abolition of a provision of law which it is impossible and very undesirable to rigidly enforce. (Signed by Warren D. Barnes, W. R. C. Middleton, R. Polce, W. A. Cusack)—S. F. Press.

THE P. AND O. S.S. "DEVANHA."

ENGLISH MAIL IN PORT.

The English mail steamer *Devanha*, Capt. T. H. Hyde, R.N.R., arrived from Singapore and English ports this afternoon on her maiden trip to the East. On the 27th Feb. last the chairman and directors of the P. and O. Steam Navigation Company entertained a large party to luncheon on board the new steamship *Devanha* in the Royal Albert Dock. The guests were taken down in a special train. Among those present were Sir Thomas Sutherland, Lord Leven and Melville, Major-General Sir Owen Tudor Burne, Vice-Admiral Boyes, Colonel Sir W. Bisset, Sir Alfred Dent, Mr. William Adamson, C.M.G., Mr. S. S. Gladstone, Mr. Johnson (secretary of the company), Mr. Geo. B. Dodwell, Mr. A. de Berniere Smith, Mr. Edwards, Mr. R. Blackwell, Mr. A. C. Angier, Mr. James Miller, and Mr. Patrick Caird. The *Devanha* has been built by Messrs. Caird and Co., of Greenock, and is intended for the intercolonial mail service between Bombay and China. She possesses excellent accommodation for 165 first and 80 second saloon passengers, a feature being the magnificent amount of deck space. Both classes of passengers are exceptionally well provided for in this respect. The saloon on the main deck is extensive, and shows the breadth of the vessel. It is light and airy, for service in the tropics, and liberally provided with electric fans. In looking over the vessel one wished that she and her sister ships of the "D" class were to be regularly on the run from London to the Straits, China and Japan. Though this is not announced at present, it is hoped that such a service, with vessels somewhat on the lines of the *Devanha* and her fellows, will not long in being inaugurated. The *Devanha* is under the command of Captain Hyde, and left London on March 1 for the Straits and China direct. Her principal dimensions are:—Gross registered tonnage, 8,100; indicated horsepower, 8,500; length, 470 ft.; breadth, 56 ft.; depth, 32 ft.

After launch Vice-Admiral Boyes proposed the toast of "Success to the *Devanha*," and said that she was worthy to uphold the reputation of the company, and to carry on the transport work on the traditional lines of excellence. From the large shipping companies the country always received the greatest assistance, and such companies would help, he felt sure, in any time of national need. He would be sorry to see the large companies disappear, and only the tramp lines remain.

Sir Thomas Sutherland, in reply, said that *Devanha* was the name given by the Romans to that part of the country upon which Aberdeen now stands. They did not proceed further North, but like so many of those who had succeeded them, they came South. (Laughter.) Old China hands present would know that the work for which that ship of 8,000 tons was intended had formerly been done by vessels of 800 tons, and he recalled with envy the rates of freight and passage money which were cheerfully paid within his recollection. Rates on silk were £4 a ton and on opium £15 to £18 a ton, while specie had been carried as a favour at 24 per cent. between London and Hongkong. He had known a captain protest that his vessel was too deeply loaded with silver. Passengers paid equally well; it was £50 to Hongkong, whilst back it was Tls. 6.0. or £200. Those golden days would not return, but he trusted that the company would prosper, and that in 50 years' time the chairman of the company might respond to the toast of a new *Devanha* three times the size of the present vessel. Mails in the days he was recalling were sometimes one, two, or three days late, and nobody thought anything of it. When the vessel was a week or ten days late, then the Admiral of the station sent out to see what was the matter. In those days the log line did not record what it did now, but it always showed better after lunch than before. (Laughter.) That was why he had asked them to lunch first, and now bid them look round the vessel, as it was a more favourable time to take their views.

After an inspection of the vessel, the guests returned by special train to London.—L. & C. Express.

TO INCREASE THE STATURE OF THE JAPANESE.

American papers allege that Sugeon-General Baron Takagi, of the Japanese Army, who has lately been in the States, recently outlined his plans for increasing the height of the Japanese. This is how his intentions are described:—

"First, he intends to make the Japanese an average height of five feet ten inches. He hopes some day to raise this standard to six feet. As the shortening of the Mikado's men is chiefly in the legs, Baron Takagi will overturn immemorial custom and make them all sit on chairs, instead of upon mats. Babies will be taught to walk as soon as possible, instead of being allowed to roll about the floor. Scientific exercises will be used to lengthen the legs. Marriages between the long-legged folk will be encouraged. By improved food the required stature will be stimulated. Just what this food is Baron Takagi will not say—it is his own invention. It is very rich in nitrogenous matter. It is almost entirely free from starch, for it is upon rice, which for ages has been the main food of the Japanese, that the Baron places much of the responsibility for the small size of the Japanese. In ordinary he will give his subjects the following: Meat soup, no starchy ingredients, unleavened bread, any meats and much of them; no potatoes, little rice and no vegetables containing starch, no sweets, little tea or coffee."

We are also told by American journalists that the Baron expects to see English become the language of Japan.

GAMBLING RAIDS.

Last evening, Sergeant Lee, assisted by several *lukongs*, made a gambling raid in a dwelling house occupied by sickle coolies at No. 27, Queen's Road East, and succeeded in capturing twenty-one coolies, who were having a gentle flutter when the police entered. Together with their gambling paraphernalia they were removed to No. 2 Police-station. This morning they were paraded before Mr. F. A. Hazell, when the first and second defendants were each fined \$75, the others contributing \$25 apiece.

KO SHING THEATRE RAIDED.

Another raid, and one which proved considerably larger, was that made by Sergeant Gordon on the actors' quarters of the Ko Shing Theatre at about 12.30 o'clock this morning. In this campaign forty-one men were captured, including a few actors. They were marched into Court, and evidence for the prosecution taken. His Worship fined the first defendant \$50. The remainder had to pay \$2 each.

AT KOWLOON CITY.

Inspector Cameron also made a raid last evening at No. 11, Sai Tau, Kowloon City, and as a result twelve men were charged before Mr. C. A. D. Melbourne—three of the defendants for keeping a common gaming house, and the remainder with gambling. Mr. Otto Kong Sing appeared for three defendants, and the case was adjourned.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	209 1/16
Do. demand	209 1/2
4 months' sight	209 1/2
France—Bank T.T.	257 1/2
America—Bank T.T.	49 1/2
Germany—Bank T.T.	209 1/2
India T.T.	153 1/2
Do. demand	154 1/2
Shanghai—Bank T.T.	71 1/2
Singapore T.T.	141 1/2 prem.
Japan—Bank T.T.	100 1/2
Ava—Bank T.T.	123 1/2
Buying.	
1 months' sight L/C.	211 1/2
6 months' sight L/C.	211 1/2
30 days' sight San Francisco & New York	50 1/2
1 months' sight do.	51 1/2
30 days' sight Sydney and Melbourne	211 1/2
1 months' sight France	207 1/2
1 months' sight Germany	207 1/2
4 months' sight Germany	207 1/2
4 1/2 Silver	29 1/2
Bank of England rate	4 1/2
Sovereign	97 1/2

To-day's Advertisements.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

ALL TELEPHONES in the PEAK DISTRICT will be INTERRUPTED during the night of SATURDAY, April 7th.

W. L. CARTER, Manager.
Hongkong, 5th April, 1906. [425]

PUBLIC AUCTION:

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

WEDNESDAY, the 11th April, 1906, at 12 o'clock Noon, at his Sales Rooms, Duddell Street, IN TWO LOTS,

THE GERMAN STEAMER "DECIMA," (wrecked off Cape Cam, Hainan Island), With SUNDRY APPURTENANCES, STORES, ANCHORS, CHAINS, &c., &c.; AND

About 1,000 TONS COAL (the Cargo of above Steamer).

TERMS:—Cash on fall of hammer. Both Lots to be at purchaser's risk on fall of hammer.

For further particulars, apply to—

GEO. P. LAMBERT, Auctioneer.

Hongkong, 5th April, 1906. [424]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PEKIN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, &c., or B. I. S. N. and B. & F. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 5th April, 1906. [4]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

AEON, British steamer, Captain, E. A. Dowle.—Shewan, Tomes & Co.

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS**\$701 CASH**

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906

[38]

TELEPHONE No. 135.

THE ORIGINAL**CANADIAN****CLUB WHISKY**

DISTILLED AND BOTTLED

BY



HIRAM WALKER & SONS, LIMITED.

WATERVILLE, ONTARIO, CANADA.

Per Case 12 Bottles\$20.00

BEWARE OF COUNTERFEITS.

AGENTS—

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th March, 1906.

[41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	6th April.
GLASGOW and LIVERPOOL	"MOVINE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "

The S.S. "Calchas" left Singapore on the 1st inst., and is expected to arrive here on the 6th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
"GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"HELLEPHON"	8th May.
"GENOA, MARSEILLES & L'POOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	15th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SHANGHAI	STEAMERS	TO SAIL
SHANGHAI	"YOHOW"	7th April.
MANILA	"TEAN"	10th "
NINGPO and SHANGHAI	"CHINKANG"	11th "
YOKOHAMA and KOBE	"TAIYUAN"	11th "
SHANGHAI	"SHAOHONG"	11th "
TIENSIN	"KASHING"	12th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
------------	-------	----------	-----	----------------

ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	SATURDAY, 7th April, at 10 A.M.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 14th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
-----------	-------

"RAMSEY"	25th May.
----------	-----------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1905.

Shipping—Steamers.

HONGKONG—MAOAO LINE.

S.S. "WING OHAI"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 30 cents; 50 cents.

Breakfast, Dinner and Bed are supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,139 T. R. MEAD.

"KWONG TUNG" 1,138 T. H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ...\$4
Mens ...\$3 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT and SANDAKAN.

Taking Cargo at through rates to Tawao, Lahad

Datu, Labuan, Jolo, Zamboanga and Menado.

THE Company's Steamship

"BORNEO."

Captain F. Sembill, (ready to load on Thursday,

the 12th instant), will leave on SATURDAY,

the 14th instant, at 9 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

Agents.

Hongkong, 4th April, 1906.

[422]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

will be despatched for the above Ports, on

or about 25th April.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th March, 1906.

[327]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above

Ports, on SATURDAY, the 28th instant, at

Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating

Chamber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd April, 1906.

[417]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG	CHUNSHANG	FRIDAY, 6th April, 3 P.M.
SHANGHAI	TINGSANG	FRIDAY, 6th April, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 6th April, 4 P.M.
SANDAKAN VIA KUDAT	MAUSANG	SATURDAY, 7th April, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 10th April, 3 P.M.
TIENSIN	ESANG	WEDNESDAY, 11th April, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton

and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	April 16th.
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.

The S.S. "Numantia" arrived at Yokohama on the 27th ultimo, and may be expected to arrive
here on the 6th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent

Consignees.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ."

Captain Meyerdercke, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th April, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 6th April, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 31st March, 1906.

[401]

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Malabar* and *Dordogne*, from
Havre ex s.s. *Dordogne*, from Bordeaux ex
s.s. *Ville de Dunkerque*, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 9th April, 1906, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 9th April, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 9th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd April, 1906.

[11]

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain T. P. Babb, will be despatched as above,

on SATURDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 2nd April, 1906.

[415]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI."

Captain R. Hill, will be despatched as above, on

or about the 26th April next.

If sufficient inducement is offered.

For Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 31st March, 1906.

[402]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG."

5,600 tons,

will be despatched for CALLAO (PERU),

IQUIQUE (CHILI) on or about TUESDAY,

April 10th, at Noon.

Also taking freight to other Eastern Coast
Ports of South America transhipping to the
Connecting Lines.

For further information as to Freight and
Passage, apply to

K. MATSUDA,

Manager.

York Building.

Hongkong, 3rd April, 1906.

[203]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

